



Rec'd PCT/PTO 03 DEC 2004
PCT/SE 03/00750 #2



INVESTOR IN PEOPLE

The Patent Office
Concept House
Cardiff Road
Newport
South Wales
NP10 8QQ

REC'D 11 JUN 2003

WIPO PCT

I, the undersigned, being an officer duly authorised in accordance with Section 74(1) and (4) of the Deregulation & Contracting Out Act 1994, to sign and issue certificates on behalf of the Comptroller-General, hereby certify that annexed hereto is a true copy of the documents as originally filed in connection with the patent application identified therein.

In accordance with the Patents (Companies Re-registration) Rules 1982, if a company named in this certificate and any accompanying documents has re-registered under the Companies Act 1980 with the same name as that with which it was registered immediately before re-registration save for the substitution as, or inclusion as, the last part of the name of the words "public limited company" or their equivalents in Welsh, references to the name of the company in this certificate and any accompanying documents shall be treated as references to the name with which it is so re-registered.

In accordance with the rules, the words "public limited company" may be replaced by p.l.c., plc, P.L.C. or PLC.

Re-registration under the Companies Act does not constitute a new legal entity but merely subjects the company to certain additional company law rules.

REC'D 11 JUN 2003

WIPO PCT

Signed *Andrew Jones*

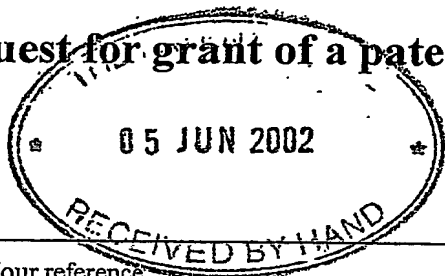
Dated 7 May 2003

**PRIORITY
DOCUMENT**

SUBMITTED OR TRANSMITTED IN
COMPLIANCE WITH RULE 17.1(a) OR (b)

Best Available Copy

Request for grant of a patent



The Patent Office

Concept House
Cardiff Road
Newport
South Wales, NP10 8QQ

1.	Your reference	P16297GB-NF/jsd	07JUN02 E723694-1 D00389 P01/7700 0.00-0212921.1
2.	Patent application number <i>(The Patent Office will fill in this part)</i>	05 JUN 2002	0212921.1

3.	Full name, address and postcode of the or of each applicant <i>(underline all surnames)</i>	Autoliv Development AB, Patent Department Sweden, S-447 83 VARGARDA, Sweden.
	00321018006 Patents ADP number <i>(if you know it)</i>	
	If the applicant is a corporate body, give the country/state of its incorporation	SWEDEN

4.	Title of the invention	"IMPROVEMENTS IN OR RELATING TO AN AIR- BAG ARRANGEMENT"
----	------------------------	---

5.	Name of your agent <i>(if you have one)</i>	Forrester Ketley & Co.
	"Address for service" in the United Kingdom to which all correspondence should be sent <i>(including the postcode)</i>	Forrester House 52 Bounds Green Road London N11 2EY
	Patents ADP number <i>(if you know it)</i>	133001

6.	If you are declaring priority from one or more earlier patent applications, give the country and the date of filing of the or each of these earlier applications and <i>(if you know it)</i> the or each application number	Country	Priority application number <i>(if you know it)</i>	Date of filing <i>(day/month/year)</i>
----	---	---------	--	---

7.	If this application is divided or otherwise derived from an earlier UK application, give the number and the filing date of the earlier application	Number of earlier application	Date of filing <i>(day/month/year)</i>
----	---	-------------------------------	---

8.	Is a statement of inventorship and of right to grant of a patent required in support of this request? <i>(Answer "Yes" if:</i>	YES
	a) any applicant named in part 3 is not an inventor, or b) there is an inventor who is not named as an applicant, or c) any named applicant is a corporate body. <i>See note (d)</i>	

Patents Form 1/77

9. Enter the number of sheets for any of the following items you are filing with this form.
Do not count copies of the same document.

Continuation sheets of this form	-
Description	10
Claim(s)	3
Abstract	1
Drawing(s)	4 + 4 <i>He</i>

10. If you are also filing any of the following, state how many against each item.

Priority documents	NONE
Translation of priority documents	-
Statement of inventorship and right to grant of a patent (<i>Patents Form 7/77</i>)	-
Request for preliminary examination and search (<i>Patents Form 9/77</i>)	Yes, One
Request for substantive examination (<i>Patents Form 10/77</i>)	-
Any other documents (<i>please specify</i>)	-

11. ☒ We request the grant of a patent based on the basis of this application

Signature

Date

Forrester Ketley & Co 31 May, 2002
Forrester Ketley & Co.

12. Name and daytime telephone number of person to contact in the United Kingdom **FRANKLAND, Nigel H.** (020) 8889 6622

Warning

After an application for a patent has been filed, the Comptroller of the Patent Office will consider whether publication or communication of the invention should be prohibited or restricted under Section 22 of the Patents Act 1977. You will be informed if it is necessary to prohibit or restrict your invention in this way. Furthermore, if you live in the United Kingdom, Section 23 of the Patents Act 1977 stops you from applying for a patent abroad without first getting written permission from the Patent Office unless an application has been filed at least 6 weeks beforehand in the United Kingdom for a patent for the same invention and either no direction prohibiting publication or communication has been given, or any such direction has been revoked.

Notes

a) if you need help to fill in this form or you have any questions, please contact the Patent Office on 0645 500505.

b) Write your answers in capital letters using black ink or you may type them.

c) If there is not enough space for all the relevant details on any part of this form, please continue on a separate sheet.

DUPLICATE

PATENTS ACT 1977

P16297GB-NF/SJP/jsd

DESCRIPTION OF INVENTION

**"IMPROVEMENTS IN OR RELATING TO AN AIR-BAG
ARRANGEMENT"**

THE PRESENT INVENTION relates to an air-bag arrangement, and more particularly relates to an air-bag arrangement adapted to be controllably vented.

It is known that it is desirable to vent an air-bag provided for use in a motor vehicle to protect an occupant of the vehicle in the event that an accident should occur, especially if the air-bag is of the type intended to provide protection in the event that a front impact should occur.

An air-bag that is intended to provide protection in the case that a front impact should occur is generally located so that, when inflated, the air-bag is positioned in front of the occupant to be protected. During the front impact the vehicle decelerates suddenly. Due to inertia, the occupant of the vehicle tends to continue moving, and thus the occupant of the vehicle is, in effect, moving forwardly relative to the rest of the vehicle. The function of the air-bag is to decelerate the occupant, preferably in such a way that the occupant suffers no injury. The air-bag must be inflated very swiftly and thus, typically, contains relatively high-pressure gas. If the air-bag were not vented, then because of the high gas pressure within it, the air-bag would not decelerate the occupant

gently, but instead would stop the occupant extremely swiftly and hence may injure the occupant. Thus many air-bags are provided with vent holes formed in them so that, when the air-bag is struck by the occupant, gas can escape from the air-bag through the vent hole or holes, so that the air-bag serves the function of decelerating the occupant more gently, to avoid such injury.

In many cases it is desirable to be able to control the degree of venting, or the time at which venting commences. For example, if an occupant of a seat is out of the ordinary seating position and is, for example, leaning forwardly, then it is desirable to commence venting of the air-bag at a very early stage during its inflation, so that the air-bag itself does not injure the occupant that the air-bag is intended to protect. Varying degrees of venting may be desirable depending upon the weight and/or size of the occupant to be protected by the air-bag.

Various mechanisms have been proposed previously for the controllable venting of an air-bag.

The present invention seeks to provide an improved air-bag arrangement.

Further to the present invention, there is provided an air-bag arrangement comprising an air-bag, and a gas generator to generate gas to inflate the air-bag, the gas generator being hingedly connected to a support so as to be moveable between a closed position in which part of the gas generator extends across an aperture communicating with the interior of the air bag to close the aperture, and a second position in which said aperture is opened to permit gas from the gas generator to enter the air-bag. In the first position the gas generator is closed and in the second position the gas generator is open.

response to a signal, to enable the gas generator to move hingedly to the open position

Preferably, the retainer is actuated by a pyrotechnic charge.

Advantageously, the retainer includes at least one catch which initially extends over part of a flange carried by the gas generator, the retainer also including an arrangement to move the or each catch to a position in which it does not extend over the flange of the gas generator.

Conveniently, the or each catch comprises an elongate element pivotally mounted at one end adjacent to part of the flange, part of the or each catch overlying the flange and being arranged so that actuation of a piston-and-cylinder arrangement will cause the catch to move to a position in which it no longer overlies the flange.

Preferably two said catches are provided.

Advantageously, the or each catch is provided with a substantially centrally located pivot, a first part of the catch to one side of the pivot engaging with the flange, the other part of the catch being located adjacent a piston-and-cylinder device, such that movement of the piston will cause rotation of the catch to a position in which said first part of the catch no longer engages the flange.

Conveniently, the retainer comprises an exploding bolt.

Preferably, the retainer comprises a piston-and-cylinder unit arranged to engage and move part of a flange carried by the gas generator so as to move the gas generator to the open position.

Advantageously, the retainer comprises an expandable cylinder which engages part of a flange carried by the gas generator, the expandable cylinder, on expansion thereof, serving to move the gas generator to the open position.

In order that the invention may be more readily understood, and so that further features thereof may be appreciated, embodiments of the invention will be described, by way of example, with reference to the accompanying drawings in which:

FIGURE 1 is a partly sectional and partly elevational view of a part of an arrangement in accordance with the invention, illustrating the gas generator and part of the air-bag,

FIGURE 2 is a plan view of the arrangement shown in Figure 1, illustrating components in an initial position in solid line, and in a final position in phantom,

FIGURE 3 is a view corresponding generally to Figure 2 illustrating an alternative embodiment of the invention, in an initial condition,

FIGURE 4 is a view corresponding to Figure 3 showing the embodiment

FIGURE 5 is a view corresponding generally to Figure 2 illustrating a further embodiment of the invention,

FIGURE 6 is a sectional view of part of the embodiment of Figure 5,

FIGURE 7 is a view corresponding generally to Figure 1 illustrating another embodiment of the invention, in an initial condition,

FIGURE 8 is a view corresponding generally to Figure 7 showing part of the embodiment of Figure 7 in an alternate condition,

FIGURE 9 is a view corresponding generally to Figure 1 showing a still further embodiment of the invention, and

FIGURE 10 is a view corresponding generally to Figure 9 showing part of the embodiment of Figure 9 in an alternate configuration.

Referring initially to Figures 1 and 2 of the accompanying drawings, an air-bag arrangement in accordance with the present invention comprises an air-bag 1 which may be of any convenient design and which may, in particular, be an air-bag intended for use in protecting an occupant of the vehicle in the case that a frontal impact should arise. Thus the air-bag may be a driver air-bag or passenger air-bag in a motor car.

The air-bag 1 defines an opening or aperture 2 communicating with the interior of the air-bag 1, and is, in the region of the opening or aperture 2,

secured by securing element 3 to a support plate 4. The support plate 4 defines an aperture 5 which is aligned with the aperture 2 of the air-bag.

Mounted on the exterior of the support plate 4 is a gas generator 6. The gas generator 6 is provided with a generally cylindrical housing 7 which has a plurality of gas outlet apertures 8. The housing 7 of the gas generator 6 is dimensioned to pass through the aperture 5 in the support plate and through the aligned aperture 2 in the air-bag so that the gas outlet apertures 8 are located within the interior of the air-bag.

The gas generator 6 is provided with a radially outwardly extending flange 9. In this embodiment of the invention the flange 9 is shown as being of square form, but the flange 9 may have any appropriate configuration. As shown in Figure 1, one side edge of the flange 9 is connected, by means of a hinge 10 to the underside of the support plate 4. The entire gas generator 6 is thus connected to the support plate 4 in a hinged manner, and can move hingedly, in the manner of a door, from a closed position in which the gas generator 6 extends across the apertures 5,2, to an open position in which the gas generator 6 effectively opens the aligned apertures 5, 2 in the support plate 4 and the air-bag 1 to permit the outflow of gas from the interior of the air-bag 1.

The gas generator 6 is provided with a retainer 11 (illustrated only schematically in Figure 1) which retains the gas generator within its initial closed position, as shown in Figure 1, in which it effectively closes the aligned apertures 5,2 in the support plate 4 and the air-bag 1.

which are initially slightly spaced-apart from one another within the bore 13. A secondary gas generator 16 is arranged to supply gas to the region of the bore 13 between the pistons 14,15.

It is to be understood that when gas is supplied from the secondary gas generator 16 upon receipt of a firing signal, the pistons 14 and 15 are driven outwardly, in opposite directions along the bore 13. The pistons 14,15 may, as shown in Figure 2, be "telescopic" pistons which, on actuation of the secondary gas generator 16, are caused to move to the respective positions illustrated in phantom, in which each piston extends a substantial distance from the housing 12.

Two pivotally mounted catch elements 17, 18 are provided, of elongate form. The first catch element 17 is mounted pivotally at one end 19 thereof to the support plate 4 at a position adjacent the flange 9, from where it extends across part of the flange 9 of the main gas generator 6, to a position located adjacent the part of the housing 12 containing the first piston 14. Similarly the second catch element 18 is mounted pivotally at one end 20 thereof to the support plate 4 adjacent the flange 9 and having the other end thereof located adjacent that part of the housing 12 which contains the second piston 15. Again the second catch element 18 extends across part of the flange 9 of the main gas generator 6. The effect of the catch elements 17, 18 is that the flange 9 is retained in position, and thus the main gas generator 6 cannot effect any hinging movement about the hinge 10, but instead is retained in its initial closed position illustrated in Figure 1.

In response to an appropriate firing signal, the secondary gas generator 16 may generate gas which flows rapidly and under high pressure into the region of the bore 13 between the two pistons 14, 15. The pistons 14,15 are

thus driven outwardly in opposite directions moving with them the ends of the two catch elements 17,18, thus pivotally moving the catch elements 17,18. The catch elements 17,18 are moved to the respective positions shown in phantom in Figure 2 in which the catch elements 17,18 no longer extend across any part of the flange 9 of the main gas generator 6. The main gas generator 6 therefore becomes free to move to an open position, hinging about the hinges 10, thereby opening the aligned apertures 5,2 in the support plate 4 and the air-bag 1 to allow gas generated by the main gas generator 6 to flow from the interior of the air-bag.

Whilst Figures 1 and 2 illustrate one mechanism for retaining the gas generator 6 in its initial closed position, alternative mechanisms may be used. Figures 3 and 4 illustrate an alternative arrangement. Figure 3 illustrates the flange 9 of a gas generator 6 of the type described above. A rotatable catch element 20 is provided which is mounted for rotation about a substantially centrally located pivot pin 21 connected to the support plate 4. In an initial position illustrated in Figure 3, a first part of the rotatable catch element 20 to one side of the pivot pin 21 is located in overlying engagement with the flange 9 to retain the gas generator 6 in its initial closed position.

A pyrotechnic unit 22 is provided which has an extending piston 25 which is arranged so as to engage or bear against a second part of the rotatable catch element 20. On actuation of the pyrotechnic unit 22, in response to an appropriate signal, the extending piston 23 is moved outwardly away from the pyrotechnic unit. As shown in Figure 4, the arrangement is such that this movement of the piston 25 causes the catch element 20 to rotate about the pin 21 to a position in which the catch element 20 no longer overlies the flange 9 of

Figures 5 and 6 illustrate yet another embodiment of the invention in which the flange 9 of a gas generator 6 is secured to the support plate 4 by means of an explosive bolt. An aperture 30 is formed in the flange 9 and an explosive bolt 31 is provided which extends through the aperture 30 in the flange 9 to a corresponding aperture 32 in the support plate 4. Contained within the explosive bolt 31 is an explosive charge 33. On actuation of the explosive charge 33 in response to an appropriate signal, the head 34 of the bolt 31 is blown off to become detached from the shank 35 of the bolt 31, and thus the flange 9 of the gas generator 6 is no longer retained in its initial closed position, but instead is free to move about the hinges 10.

Whilst, in the embodiments of Figures 1 to 6, the gas generator 6 is initially retained in position and is then released so as to be allowed to move towards its open position under the influence of gas pressure within the air-bag 1, in the following embodiments the gas generator 6 is positively driven to an open position.

Referring now to Figure 7, a retainer and opening mechanism 40 is provided which acts initially to retain the gas generator 6 in its initial closed position, and which is operable to drive the gas generator 6 to an open position. The retainer and drive mechanism 40 comprises a pyrotechnic unit 41 associated with an extending piston 42. The flange 9 of the gas generator is provided with an extension piece 43 which engages with the piston 42. Initially the retainer and opening mechanism 40 serves to hold the gas generator 6 in the initial closed position, but on firing of the pyrotechnic unit 41 in response to a firing signal, the piston 42 extends, as shown in Figure 8, thus hingedly moving the gas generator 6 to an open position. The degree of extension of the piston 42 may be controlled in accordance with a control signal, and thus the

degree of venting from the air-bag 1 provided by the described arrangement may be controlled.

Figures 9 and 10 illustrate a further embodiment which is generally similar to that of Figures 7 and 8. However, instead of using a pyrotechnic arrangement with an extending piston, the embodiment shown in Figures 9 and 10 utilises an expandable cylinder 50 as the retainer and opening arrangement. The expanding cylinder 50 has an initial predetermined diameter and is mounted in position in such a way that it retains the gas generator 6 in the desired initial closed position. The expanding cylinder 50 is associated with a secondary gas generator (not shown) configured to supply gas to the cylinder 50, the effect of which is to substantially increase the diameter of the cylinder 50. The cylinder 50 may thus be brought to a condition as shown in Figure 10 in which the cylinder 50 has moved the gas generator 6 to an open condition.

In the present Specification "comprises" means "includes or consists of" and "comprising" means "including or consisting of".

The features disclosed in the foregoing description, or the following Claims, or the accompanying drawings, expressed in their specific forms or in terms of a means for performing the disclosed function, or a method or process for attaining the disclosed result, as appropriate, may, separately, or in any combination of such features, be utilised for realising the invention in diverse forms thereof.

CLAIMS:

1. An air-bag arrangement comprising an air-bag, and a gas generator to generate gas to inflate the air-bag, the gas generator being hingedly connected to a support so as to be moveable between a closed position in which part of the gas generator extends across an aperture communicating with the interior of the air bag to close the aperture, and a second position in which said aperture is opened to permit the flow of gas from the air-bag, the gas generator initially being retained in the closed position by a retainer, the retainer being actuable, in response to a signal, to enable the gas generator to move hingedly to the open position.
2. An air-bag arrangement according to Claim 1 wherein the retainer is actuated by a pyrotechnic charge.
3. An air-bag arrangement according to Claim 1 or Claim 2 wherein the retainer includes at least one catch which initially extends over part of a flange carried by the gas generator, the retainer also including an arrangement to move the or each catch to a position in which it does not extend over the flange of the gas generator.
4. An arrangement according to Claim 3, wherein the or each catch comprises an elongate element pivotally mounted at one end adjacent part of the flange, the or each catch overlying the flange and being arranged so that actuation of a piston-and-cylinder arrangement will cause the catch to move to a position in which it no longer overlies the flange.

5. An arrangement according to Claim 4, wherein two said catches are provided.

6. An arrangement according to Claim 3, wherein the or each catch is provided with a substantially centrally located pivot, a first part of the catch to one side of the pivot engaging with the flange the other part of the catch being located adjacent a piston-and-cylinder device, such that movement of the piston will cause rotation of the catch to a position in which said first part of the catch no longer engages the flange.

7. An air-bag arrangement according to any one of the preceding Claims wherein the retainer comprises an exploding bolt.

8. An arrangement according to Claim 1 or 2 wherein the retainer comprises a piston-and-cylinder unit arranged to engage and move part of a flange carried by the gas generator so as to move the gas generator to the open position.

9. An arrangement according to Claim 1 or 2 wherein the retainer comprises an expandable cylinder which engages part of a flange carried by the gas generator, the expandable cylinder, on expansion thereof, serving to move the gas generator to the open position.

10. An air-bag arrangement substantially as herein described with reference to and as shown in Figures 1 and 2 of the accompanying drawings.

11. An air-bag arrangement substantially as herein described with reference to and as shown in Figures 1 and 2 of the accompanying drawings as modified by Figures 3 and 4.

12. An air-bag arrangement substantially as herein described with reference to and as shown in Figures 1 and 2 of the accompanying drawings as modified by Figures 5 and 6.

13. An air-bag arrangement substantially as herein described with reference to and as shown in Figures 7 and 8 of the accompanying drawings.

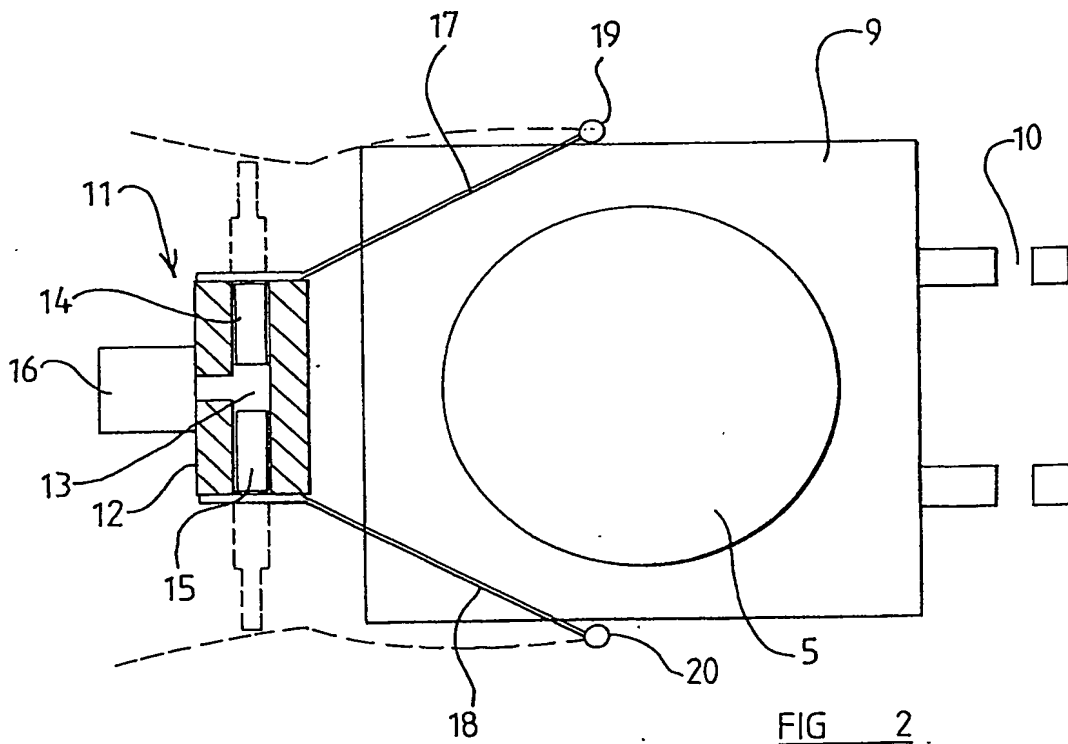
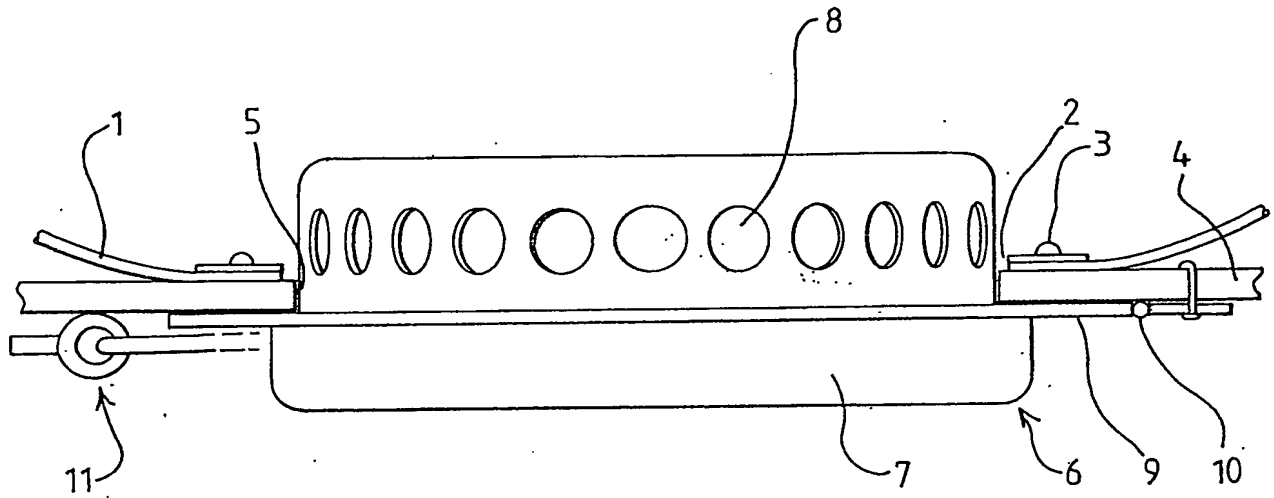
14. An air-bag arrangement substantially as herein described with reference to and as shown in Figures 9 and 10 of the accompanying drawings.

15. Any novel feature or combination of features disclosed herein.

ABSTRACT

**"IMPROVEMENTS IN OR RELATING TO AN AIR-BAG
ARRANGEMENT"**

An air-bag arrangement includes an air-bag (1) and a gas generator (6) to supply gas to inflate the air-bag. The gas generator is hingedly (10) connected to a support (4) and is hingedly movable between a closed position in which the gas generator (6) extends across and closes an aperture (25), and a second position in which the aperture is opened to permit the flow of gas from the air-bag. The gas generator is initially retained in position by a retainer (11) the retainer being actuable, in response to a signal, to enable the gas generator (6) to move hingedly to the open position.



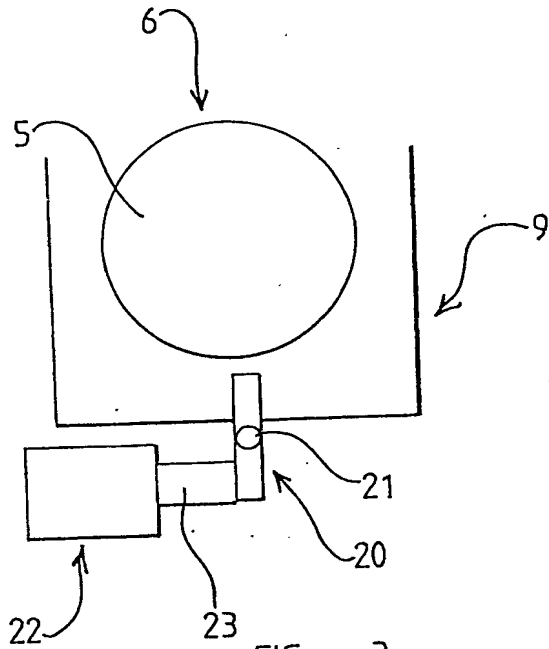


FIG 3

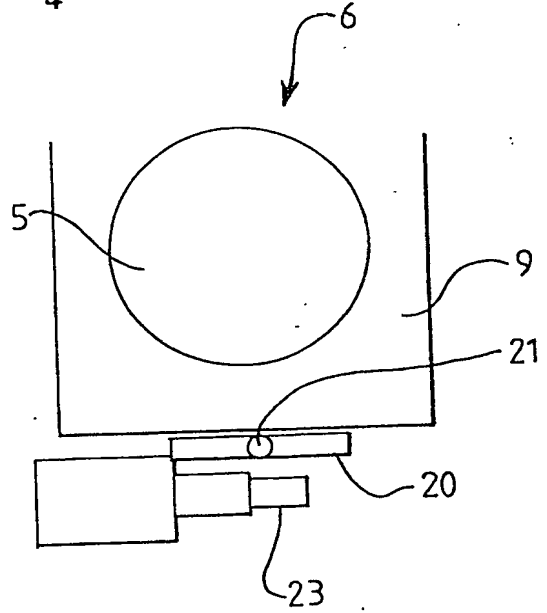


FIG 4

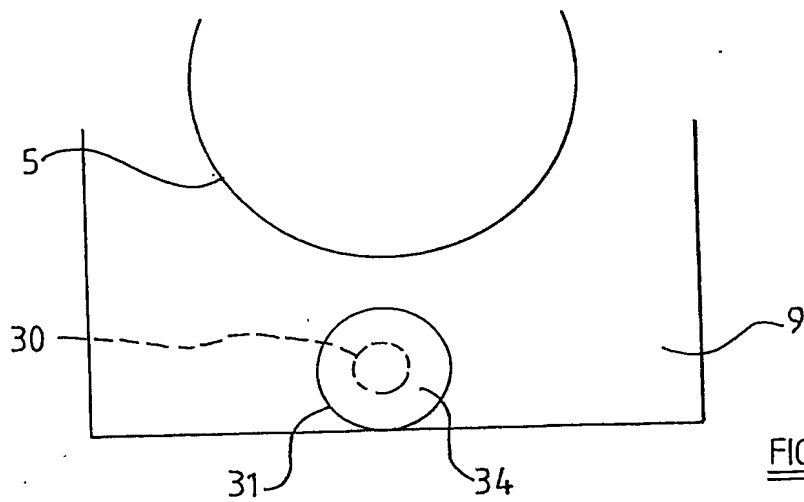


FIG 5

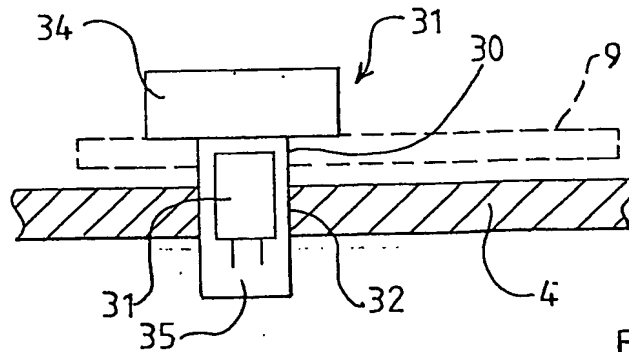


FIG 6

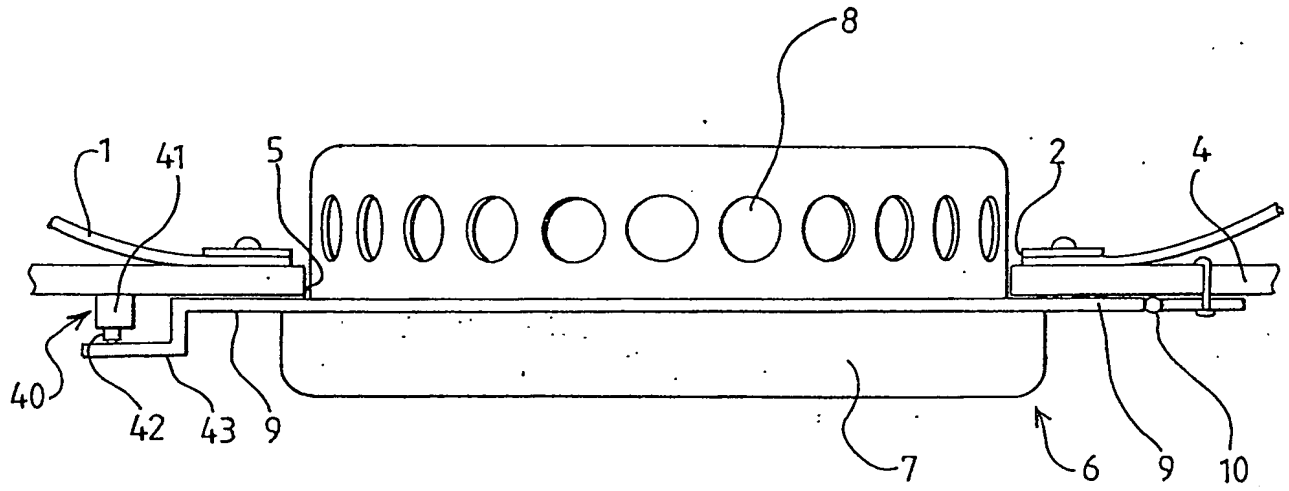


FIG 7

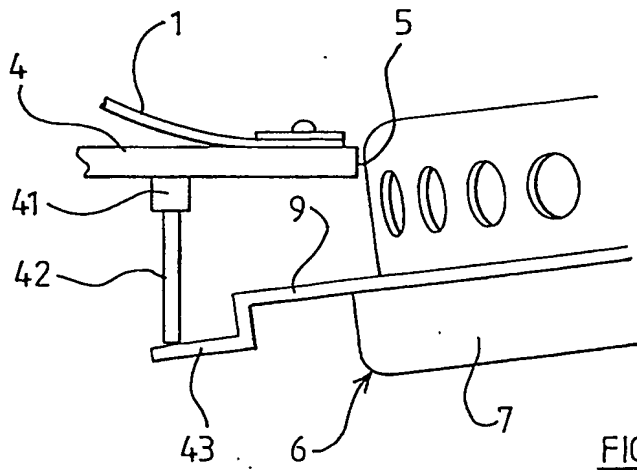


FIG 8

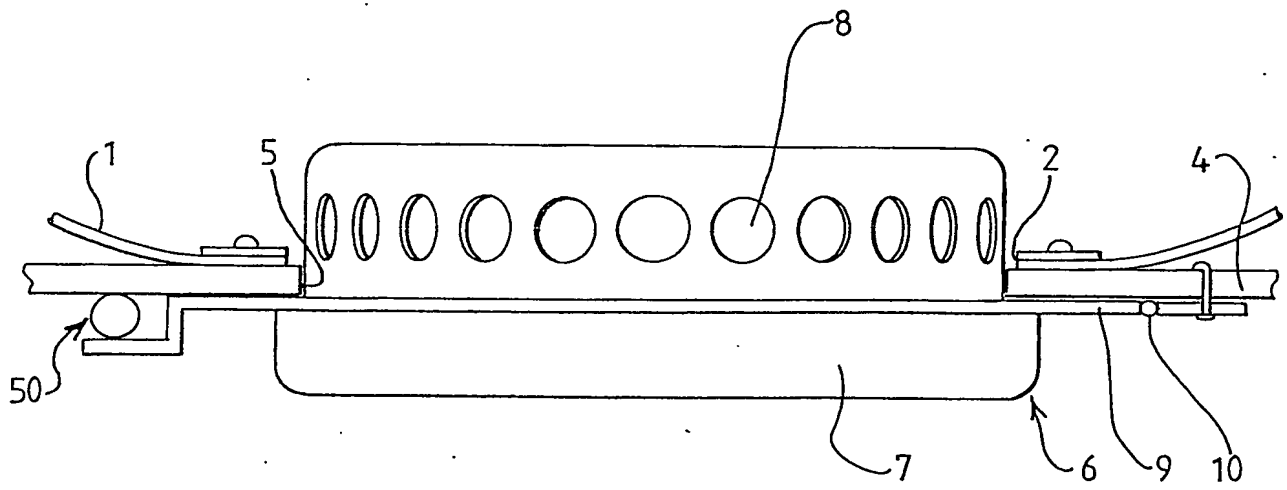


FIG 9

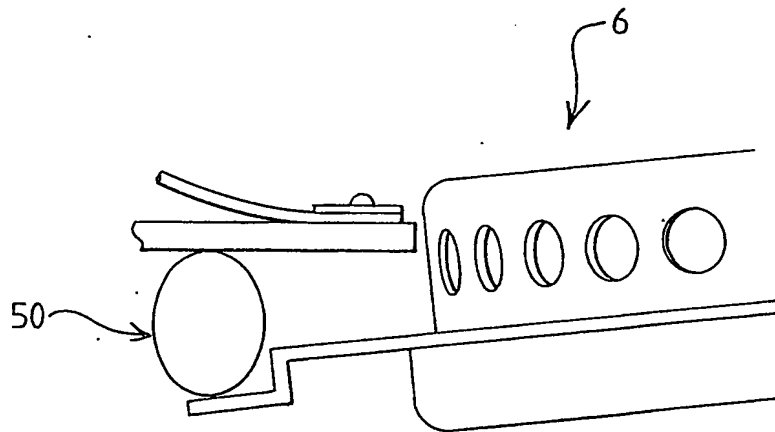


FIG 10

**This Page is Inserted by IFW Indexing and Scanning
Operations and is not part of the Official Record**

BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images include but are not limited to the items checked:

- ☐ **BLACK BORDERS**
- ☐ **IMAGE CUT OFF AT TOP, BOTTOM OR SIDES**
- ☐ **FADED TEXT OR DRAWING**
- ☐ **BLURRED OR ILLEGIBLE TEXT OR DRAWING**
- ☐ **SKEWED/SLANTED IMAGES**
- ☐ **COLOR OR BLACK AND WHITE PHOTOGRAPHS**
- ☐ **GRAY SCALE DOCUMENTS**
- ☒ **LINES OR MARKS ON ORIGINAL DOCUMENT**
- ☐ **REFERENCE(S) OR EXHIBIT(S) SUBMITTED ARE POOR QUALITY**
- ☐ **OTHER:** _____

IMAGES ARE BEST AVAILABLE COPY.

As rescanning these documents will not correct the image problems checked, please do not report these problems to the IFW Image Problem Mailbox.